

be devised which in practice would overcome such difficulties and dangers; and at the same time render all emigration voluntary in fact, and free in result.

Let us assume that a large and wealthy Company of rich planters residing in one of the above named places (such for instance as the Compañia Marítima de Peru) to be desirous of obtaining Chinese labourers. The directors of this company are amongst the wealthiest in Lima, and could well afford to enter into the arrangements we propose. Supposing them to require say five hundred coolies for a vessel lying at Macao. Why should not the Government of that place compel the agents of such a company to enter into heavy bonds for the return of the coolies shipped within a specified time, the most perfect proof being required of any circumstances alleged to have happened to prevent this return taking place? The Government on the other hand obliging the agent to pay over annually a certain sum (to be deducted from the wages of the coolies) for the support of the relations left behind.

It is not to be supposed that such a plan could be brought into operation without the most perfect guarantee of both the government and the agent being entirely uninterested in a pecuniary point of view. Such a plan would moreover be a heavy tax on the company, but when we revert to the prices paid in Lima for the engagements of these same coolies which shew at the present time a profit of from 200 to 400 dollars a head such a consideration is seen to be but of small importance.

Other little difficulties would of course arise but they also sink into insignificance before the advantages the adoption of such a system would ensure. Under it a Chinese labourer would feel himself secure of good treatment, personally—would be satisfied by the government guarantee that his poor parents or family would be provided for—would feel that he could be helped to return to his native land at the end of his engagement or that if he wished he might remain to accumulate his savings. Under such a system all emigrants should be required to come forward voluntarily. The employment of the "crimp" would be discontinued, for after a very short trial of the new system we venture to think he would no longer be required. The agents would find instead of the seedy half starved specimens of humanity who now reach the barracoons that they would have flocking to them fine, healthy young men—Sickness on board ship would diminish, and instances of mutiny and its frightful atrocities would be hoped and believe become rare indeed.

Not a single ship should be allowed to leave China with bonded emigrants, but under such conditions as we have advanced. The whole question however turns on the implicit good faith of the agents employed. This can only be secured by government officials being appointed whose emoluments should be derived from official sources, and not from the "head money" dependent on the number of coolies shipped. So long as non-descript individuals with no other guarantee for their honesty than their self interest, are allowed to act as agents on such matters in any part of the world so long will abuses continue, resulting in the inevitable emetics which have contributed so melancholy a page to the history of Asiatic Emigration.

In the table of vessels attacked by pirates in these seas since the 15th January, which we published a short time since, we omitted to insert the name of the Brigantine-schooner *San Fernando*. A long account of an attack made on her by a heavily armed junk on the 24th March, appears in the *Porvenir Filipino* of the 1st inst. The Pirates boarded her but were eventually repulsed with loss.

In addition to this vessel the name of another British ship is added to the list since the date of last publication. The British barque *Cesar* was chased by pirates off the "Asses Ears" as the *Cesar* shewed fight however they gave over the pursuit, and the vessel reached Hongkong in safety.

The table in question which we repeat hereunder with the additions shews an average of six vessels per month or seventy two vessels per annum attacked by pirates, and our list is necessarily imperfect. No doubt the stringent measures which it is believed the new Governor will put in force will diminish this heavy number, but we fear that something more is wanting than the individual action of any official, however determined he may be to do all that lies in his power to check such proceedings.

Congresses and Commissions are the fashion now; so why not summon a "pirate" congress? We have an international Cholera congress—a cattle plague congress, and a great many other "congresses" which certainly do not effect much though they satisfy one's desire to know that matters are being talked over, and the statistics of various evils tabulated. A "pirate" congress might really have some practical effect, if the members composing it were to be properly backed up by the physical force of the nations they represented. But it would be necessary, that no half measures be proposed.

Once let the Chinese pirates understand that all western nations were united in their endeavours to suppress the rascals who now infest the China seas, and they would probably migrate to a safer neighbourhood than that of their usual cruising ground. By way of insuring promptness and vigour we

The following is a list of the Piracies reported in the columns of the Hongkong press between the undermentioned dates:—

RETURN OF PIRACIES.

From 15th January to 15th April 1866.

DATE.	SHIPS NAMES.	NEAR WHERE ATTACKED.	REMARKS.
16 January,	Jeanne and Joseph,	Tamto,	2 of crew murdered, 1 wounded vessel looted.
21 "	Alberts Jura,	Pooty,	Pirates repulsed.
28 "	Alma,	Stone Cutter Island,	2 men missing.
2 Feb'y,	Messrs Lane, Crawford & Co's Water boat,	Off the Mint,	Pirates repulsed.
5 "	Nuevo Lepanto,	Lantau,	Vessel captured, crew escaped.
11 "	Chin Chin, Hamb. Sch.,	Ly ee-moon passage.	3 men wounded, one man missing, cargo untouched.
11 "	Johanna, Sarah Maria, and Resolution.	Off S. E. Lema Islands.	Reported by a pilot as seen engaged with pirates; result unknown.
1 March,	2 Chinese junks cruising to pick up emigrants.	Lantau,	Money and Opium carried off.
7 "	Danewicke, Dan. brig,	Achow point,	Vessel plundered, no lives lost.
10 "	Conqueror, British ship,	Adone Islands,	Vessel boarded, 1 of crew killed, 5 wounded, 6 pirates killed.
24 "	San Fernando,	Off Pooty,	Boarded by pirates who were eventually repulsed with some loss.
25 "	Mary Jane, British brig,	Lema Channel,	Captain and two of the crew missing, vessel plundered.
17 "	Conqueror, British bark,	Asses Ears,	Pirates retreated when fired upon.

We have reason to believe that other cases have occurred of which no reports have reached Hongkong.

(FROM THE LONDON AND CHINA EXPRESS.)

PARLIAMENTARY PAPERS RELATING TO THE MORTALITY OF TROOPS AT HONGKONG.

THE correspondence and returns on this subject moved for in the House of Commons by Colonel North, have been printed in a parliamentary blue-book. With the view of accounting for the entire absence of suitable accommodation for the troops on their arrival, it has been repeatedly stated by officers of the garrison at Hongkong that they came unexpectedly. The utility of this excuse as regards the 2d battalion of the 9th Regiment is proved by the very first letter of the series, in which Major General Guy, writing from Hongkong in November, 1864, alludes to the reinforcements then on the way in the *Tamar*, and states that he expects her arrival about February, the very month in which she did arrive. Having landed the 3 troops, the steamer *Tamar* was despatched to the Cape for the 2d battalion of the 11th Regiment, and Major General Guy must have known that in the ordinary course of events she would not return until the end of May or early in June. And yet at the time of her arrival, not only Major General Guy, but the principal medical officer and two staff surgeons were taking their ease in Japan! No preparation whatever had been made for the troops, and they were landed at Kowloon during the worst period of a sickly season, in the worst part of an unhealthy settlement, and provided with the worst possible accommodation. No great amount of penetration is needed to discern the cause of the frightful mortality which followed. During the absence from his post of Dr Dick, the principal medical officer, his work was done and his responsibilities borne by Mr George Saunders, surgeon of the 9th Regiment; and this gentleman in his letters briefly attributes the excessive sickness to four causes—First, to the unsanitary nature of the barracks at Kowloon; secondly, to insufficient barracks and hospital accommodation; thirdly, to the harsh and night duty exacted from the men; and fourthly, to intemperance and want of indoor employment.

All medical authorities who have had experience in Hongkong and Kowloon agree that the soil, composed as it is chiefly of disintegrated granite, emits most unwholesome exhalations when freshly turned over or disturbed; and that not only foreigners but natives constantly suffer from fevers and cholera when exposed to them. In close proximity to a new road which was being excavated, and their dead of course felt the full effects of these deadly miasmas. As regards the barracks and hospital accommodation, Mr Saunders in one case pointed out to the Commandant that 375 men were crowded together in a building which gave each man 272 cubic feet less space than the minimum required by regulations, that cholera was already prevalent, and unless this was remedied an enormous mortality must ensue; the result of this representation, being that twenty more men were put into the building! Mr SAUNDERS' representation being meanwhile "referred to Dr D. C. in Japan." Over and over again Mr Saunders insisted that the men should be allowed six nights a week in bed, instead of only three or four—but the destroying spirit was remorselessly enforced, while the question was "left for the consideration of the Adjutant-General." British and doubtless the same in the hands of death; but can we wonder if the men, harassed by excessive night-duty and unwearied for during the day, and enfeebled by disease, took to drink in a means of all-victing their misery? Well, it seems doubtful whether the whole force—men, women, and children—would not have been annihilated altogether without the care and exertions of Mr Saunders. Unwitting as this sickening tale of horror is, the credit of the service demands a thorough investigation into the details; and we believe with satisfaction that Colonel North has announced his intention of moving for a committee of inquiry into the subject. Perhaps this may elicit a reply which is at present wanting, to the question as pointed out by the Director General of the Medical Department—Why were the principal medical officers and two staff surgeons all in Japan at one time, when their presence was so urgently needed in Hongkong?

More interest and curiosity has long been felt with respect to the regulations in force at Macao concerning the Coolie Trade centred at that port, and we rejoice in having been favoured with a translation of the entire body of Decrees and Orders upon that subject, which our readers will be able to compare with the tenor of the Convention recently concluded at Peking for the conduct of Emigration by British and French subjects, which we have also published in extenso. It will be seen that the Macao regulations are equally voluminous and minute; and the only wonder is that with so many

would recommend that naval officers of each nation interested be sent as representatives—those countries who do not possess a navy paying a share of the expenses incurred by those to which the men of war employed belong.

The following is a list of the Piracies reported in the columns of the Hongkong press between the undermentioned dates:—

RETURN OF PIRACIES.

From 15th January to 15th April 1866.

DATE.	SHIPS NAMES.	NEAR WHERE ATTACKED.	REMARKS.
16 January,	Jeanne and Joseph,	Tamto,	2 of crew murdered, 1 wounded vessel looted.
21 "	Alberts Jura,	Pooty,	Pirates repulsed.
28 "	Alma,	Stone Cutter Island,	2 men missing.
2 Feb'y,	Messrs Lane, Crawford & Co's Water boat,	Off the Mint,	Pirates repulsed.
5 "	Nuevo Lepanto,	Lantau,	Vessel captured, crew escaped.
11 "	Chin Chin, Hamb. Sch.,	Ly ee-moon passage.	3 men wounded, one man missing, cargo untouched.
11 "	Johanna, Sarah Maria, and Resolution.	Off S. E. Lema Islands.	Reported by a pilot as seen engaged with pirates; result unknown.
1 March,	2 Chinese junks cruising to pick up emigrants.	Lantau,	Money and Opium carried off.
7 "	Danewicke, Dan. brig,	Achow point,	Vessel plundered, no lives lost.
10 "	Conqueror, British ship,	Adone Islands,	Vessel boarded, 1 of crew killed, 5 wounded, 6 pirates killed.
24 "	San Fernando,	Off Pooty,	Boarded by pirates who were eventually repulsed with some loss.
25 "	Mary Jane, British brig,	Lema Channel,	Captain and two of the crew missing, vessel plundered.
17 "	Conqueror, British bark,	Asses Ears,	Pirates retreated when fired upon.

We have reason to believe that other cases have occurred of which no reports have reached Hongkong.

(FROM THE LONDON AND CHINA EXPRESS.)

PARLIAMENTARY PAPERS RELATING TO THE MORTALITY OF TROOPS AT HONGKONG.

THE correspondence and returns on this subject moved for in the House of Commons by Colonel North, have been printed in a parliamentary blue-book. With the view of accounting for the entire absence of suitable accommodation for the troops on their arrival, it has been repeatedly stated by officers of the garrison at Hongkong that they came unexpectedly. The utility of this excuse as regards the 2d battalion of the 9th Regiment is proved by the very first letter of the series, in which Major General Guy, writing from Hongkong in November, 1864, alludes to the reinforcements then on the way in the *Tamar*, and states that he expects her arrival about February, the very month in which she did arrive. Having landed the 3 troops, the steamer *Tamar* was despatched to the Cape for the 2d battalion of the 11th Regiment, and Major General Guy must have known that in the ordinary course of events she would not return until the end of May or early in June. And yet at the time of her arrival, not only Major General Guy, but the principal medical officer and two staff surgeons were taking their ease in Japan! No preparation whatever had been made for the troops, and they were landed at Kowloon during the worst period of a sickly season, in the worst part of an unhealthy settlement, and provided with the worst possible accommodation. No great amount of penetration is needed to discern the cause of the frightful mortality which followed. During the absence from his post of Dr Dick, the principal medical officer, his work was done and his responsibilities borne by Mr George Saunders, surgeon of the 9th Regiment; and this gentleman in his letters briefly attributes the excessive sickness to four causes—First, to the unsanitary nature of the barracks at Kowloon; secondly, to insufficient barracks and hospital accommodation; thirdly, to the harsh and night duty exacted from the men; and fourthly, to intemperance and want of indoor employment.

All medical authorities who have had experience in Hongkong and Kowloon agree that the soil, composed as it is chiefly of disintegrated granite, emits most unwholesome exhalations when freshly turned over or disturbed; and that not only foreigners but natives constantly suffer from fevers and cholera when exposed to them. In close proximity to a new road which was being excavated, and their dead of course felt the full effects of these deadly miasmas. As regards the barracks and hospital accommodation, Mr Saunders in one case pointed out to the Commandant that 375 men were crowded together in a building which gave each man 272 cubic feet less space than the minimum required by regulations, that cholera was already prevalent, and unless this was remedied an enormous mortality must ensue; the result of this representation, being that twenty more men were put into the building! Mr SAUNDERS' representation being meanwhile "referred to Dr D. C. in Japan." Over and over again Mr Saunders insisted that the men should be allowed six nights a week in bed, instead of only three or four—but the destroying spirit was remorselessly enforced, while the question was "left for the consideration of the Adjutant-General." British and doubtless the same in the hands of death; but can we wonder if the men, harassed by excessive night-duty and unwearied for during the day, and enfeebled by disease, took to drink in a means of all-victing their misery? Well, it seems doubtful whether the whole force—men, women, and children—would not have been annihilated altogether without the care and exertions of Mr Saunders. Unwitting as this sickening tale of horror is, the credit of the service demands a thorough investigation into the details; and we believe with satisfaction that Colonel North has announced his intention of moving for a committee of inquiry into the subject. Perhaps this may elicit a reply which is at present wanting, to the question as pointed out by the Director General of the Medical Department—Why were the principal medical officers and two staff surgeons all in Japan at one time, when their presence was so urgently needed in Hongkong?

More interest and curiosity has long been felt with respect to the regulations in force at Macao concerning the Coolie Trade centred at that port, and we rejoice in having been favoured with a translation of the entire body of Decrees and Orders upon that subject, which our readers will be able to compare with the tenor of the Convention recently concluded at Peking for the conduct of Emigration by British and French subjects, which we have also published in extenso. It will be seen that the Macao regulations are equally voluminous and minute; and the only wonder is that with so many

apparent safeguards, we should still hear so many statements of gross abuses. But it is obvious that regulations are not self-acting machines. Is it in this case a question of *Quis custodiet ipsos custodes*? The Regulations are as follows:—

REGULATIONS FOR CHINESE EMIGRATION AT MACAO.

No. 39.

The Governor of the Province of Macao, Timor, and Solor determines as follows:—Whereas it is necessary that all practicable measures be taken to the end that, without interfering with the right of Chinese to depart from Macao, those abuses be prevented which might, occur in the transportation of such as may embark for foreign countries as Colonists or emigrants, and to unite in one single regulation all the enactments heretofore prevailing in this respect, in order that they may the better come to the knowledge of all, and the Council of Government having been heard, I deem it right to determine as follows:—

CONCERNING BROKERS.

1. Persons occupying themselves in engaging Chinese for emigration, and who are known by the name of Brokers, shall not be authorized to carry on this traffic without having obtained a license from the Procurator of the Royal Senate.

2. Brokers shall deposit a security of \$200 before obtaining a license, which shall be granted for the period of one year.

3. Whenever any Chinese shall have been engaged to emigrate by Brokers, they shall produce him at the office of the Procurator, where explanation shall be made to the Colonist or emigrant respecting the country to which he is going, the service for which he engages himself, and the conditions thereof, the regulations of the depot in which he is to be received, and all other circumstances which the Procurator may deem necessary, to the end that the Colonist be thoroughly informed of the obligations he is about to contract.

4. The Procurator shall visit from time to time the houses of the Brokers, and whenever he shall meet with any Chinese who has been imposed upon and is kept there against his will he shall cause him to leave the place, and shall fine the Broker in the amount of \$100. In case of repetition of the offence the Broker's license shall be withdrawn.

5. A like penalty to that provided in the foregoing article shall be incurred by every Broker who does not produce before the Procurator any Colonist whom he may have engaged, within twenty-four hours of such engagement, if this has taken place in Macao, or, if it has taken place elsewhere, within twenty-four hours after the Colonist shall have entered the city.

6. Brokers shall be bound to send away from the City all Colonists who are rejected by the Emigration Agents or their representatives, and to pay their passage back to their homes. For every case of infringement of these provisions the Broker shall be mulcted in a fine of \$50.

7. Any Broker who shall resort to violence or coercion in order to cause any Chinese he may propose to export as a Colonist to enter his house or the depots, shall be prosecuted in conformity with the existing laws, in addition to being mulcted in the fine imposed by article IV.

CONCERNING EMIGRATION AGENTS AND THEIR DEPOSITS.

8. The Emigration Agents, or the persons superintending the embarkation of the Colonists shall notify the Government respecting the locality in which they propose to deposit them, their number, the vessel or vessels in which they are to embark, the contracts made with them, and the place of their destination.

9. A place shall be kept apart in the depots for Colonists, in which the sick shall be cared for.

10. The Surgeon Major of the Province, alone or accompanied by the practitioners constituting the Board of Health, shall inspect from time to time the localities occupied by the Colonists, and shall carefully inquire whether all the precautions required in the interests of public health are observed; he shall give such instructions as he may deem necessary in this respect both to the Emigration Agents to whom the depots belong, and to the medical men in charge of the same; and he shall propose to the Government whatever measures he may deem necessary upon so important a subject, bearing in mind that he has to watch over not alone the public health, but also the good treatment and comfort of the Colonists.

11. The medical practitioners appointed by the agents to take care of the Colonists in their depots and to inspect them, shall be bound to report to the Surgeon Major of the Province the method in which they discharge this service, as well as any circumstance which might endanger the public health, or that of the Colonists, and they shall further comply with all instructions they may receive from the Surgeon Major.

12. The Emigration Agents shall send to

the Government a copy of regulations established in their depots.

13. Contracts entered into between Chinese emigrating to foreign countries and embarking at the Port of Macao and Emigration Agents, shall be registered before the Procurator in the same manner as is provided in respect to all contracts between Chinese, or Chinese and Christians. This registration shall be made in the presence of the parties interested and before two witnesses.

Section 1.—Contracts must be drawn up in Chinese, and in the language of the country to which the colonist are destined.

Section 2.—The Contract must specify the name, sex, age and native place of the Colonist.

Section 3.—No Colonist will be permitted to engage himself unless he has reached the age of eighteen, or is accompanied by his father or mother.

Section 4.—The contract shall set forth the period for which the engagement is to last, as also the amount of wages, food, and clothing that the Colonist is to receive.

14. The Procurator shall, on the occasion of his visits to the depots of Colonists, ascertain with scrupulous care whether or not they are there against their will or under deception with respect to the destination of the vessel they are to embark upon. In case he shall meet with any individual who has been the subject of violence or fraud, he shall cause him at once to leave the depot and shall proceed against the Broker who has induced him to enter the depot, and the kind of fraud which shall not be accomplished without such visit, for which purpose the Agents shall give timely notice to the Procurator.

15. Chinese who have entered into contracts before the Procurator, having been fully informed of the place and service for which they are engaged, shall be under obligation to fulfil the same, or to compensate the Emigration Agents for the expenses to which they have been put, which they will be required to repay in case they repent of their engagement or for any other cause whatever wish not to proceed to their destination. The cost of their maintenance shall be repaid by them at the rate of 100 cash per diem.

17. The provisions of the foregoing article shall not empower the Emigration Agent to keep the Colonists imprisoned in the depots, they will be authorized in taking measures to obtain the deposit of caution-money, or other guarantees that may appear suitable for securing the expenses they incur, but never in detaining the persons of individuals.

18. Emigration Agents shall be liable to a fine of from \$50 to \$300 for infringement of any of the preceding rules in so far as they are referred to therein.

CONCERNING THE VESSELS ON WHICH COLONISTS ARE SHIPPED.

19. No vessel shall leave Macao with Chinese Colonists unless she has first been inspected by the Captain of the Port.

20. The Captain of the Port shall ascertain whether the vessel is sea-worthy, and carries the requisite crew and equipment, and is sufficiently ventilated for the accommodation of passengers.

21. Every vessel leaving the Port of Macao with more than 20 Chinese passengers shall be subject to the provisions of the preceding articles.

22. No Chinese shall be received (on board) unless he presents a passport, or in default thereof the contract signed by the Procurator as provided in article XIII.

23. No merchant vessel leaving the Port of Macao with Chinese Colonists shall carry more than one passenger for every ton and a half, Portuguese measurement, including the crew of the vessel.

24. The Captain of the Port shall ascertain, before the embarkation of the passengers, that the vessel is supplied with water and provisions sufficient for the voyage, in conformity with Schedule A annexed to this enactment. The length of voyage shall be computed according to Schedule B.

25. No vessel shall proceed to sea with more than 20 passengers without carrying a doctor and a medicine-chest properly supplied.

26. The Captain of the vessel shall not be allowed to disembark the passengers before the port for which the Colonists are under engagement to proceed for service, except in the cases specified in the Commercial Code.

27. The Captain of the Port will make inquiry, after the embarkation of the Colonists, whether any Chinese are on board against their will or subject to deception, and in case of meeting with such he will have them disembarked, reporting to the Government the circumstances of the case for further action as may seem fit. He will also ascertain whether any on board are under contract with proper contracts signed by the Procurator, and in such case will cause them to be re-landed.

28. No vessel shall leave the Port of Macao with Chinese Colonists without having obtained from the Captain of the Port a certificate drawn up according to Form C.

29. Any vessel infringing the provisions of the enactment shall be subject to a fine of from \$200 to \$1,000 according to the circumstances of the case.

30. Consignees of vessels transporting Chinese Colonists from the Port of Macao shall give bonds in the sum of \$1,000, to be annulled on presentation of a legal certificate of the arrival of the vessel at her destination, and of her having complied with the provisions of this Decree.

31. All regulations contrary to this Decree are revoked. The department to which it pertains to take cognizance here and to carry its provisions into effect shall make themselves acquainted with and accomplish the same.

ISIDORO FRANCISCO GUMARAES.

MACAO, June 5th 1856.

Schedule A.

Schedule of Provisions to be carried by vessels sailing with Chinese Colonists from the Port of Macao.

For each person per diem.

Rice, - - - - - lbs. 1½.

Salt Pork, or Pork and Beans, - - - - - 0½.

Fish, or Pork, or Beef and - - - - - 0½.

Fish, - - - - - 0½.

Salted Vegetables, - - - - - 0½.

Tea, - - - - - 0½.

Firewood, - - - - - 20.

Water at the rate of 12 annas per week for each person.

MACAO, GOVERNMENT SECRETARIAT, June 5th 1856.

Schedule B.

Length of Voyage for which Provisions are to be calculated for sailing vessels conveying Chinese Colonists.

(This is the same as in the British "Chinese Passengers Act" of 1855.)

Schedule C.

CAPTAINCY OF THE PORT OF MACAO.

MACAO.

herby certify that the vessel (description, nationality, and name), Captain—

—tons burden, clears from the Port of Macao for—, carrying—Chinese

Passengers, viz—Males, Females, and Children, engaged to serve as Colonists, and that all are aware of the place of their destination, and go of their own free will, which I have ascertained by personal inspection, as also that the contracts they carry have been duly registered in the proper department.

I further certify that the vessel is in a sea-worthy condition for the voyage on which she is bound, that she carries a sufficient number of crew, and that she is supplied with provisions and water in conformity with Regulation of the 5th of June 1856, as also that she has on board a physician, with Medicine Chest, and a Surgeon, and that the vessel has accommodation for the passengers she carries, and the requisite means of ventilation.

MACAO, - - - - - 18.

(Signature of the Captain of the Port.)

MACAO, GOVERNMENT SECRETARIAT, 5th June 1856.

JOSE CARLOS BARROS,

Acting Secretary of Government.

No. 25.

Resolved by the Governor of Macao:—

Considering that all persons, both Chinese and Portuguese, embarking as passengers from the Port of Macao, should be subject to the same rule with respect to the holding of passports, and considering moreover that many of the losses and accidents that have occurred to vessels laden with Chinese passengers have been the result of the prolonged voyages to which those sailing with the contrary monsoon are exposed, after hearing the Council of Government whose opinion I adopt; I deem it right to determine the following regulations:

1. Chinese Colonists or Emigrants embarking at the Port of Macao after the 31st day of October proximo shall be required to take out their passports in conformity with the law.

2. Captains of vessels carrying Chinese Emigrants shall present the Emigrants with their passports before the Portuguese Consul at the Port of disembarkation.

Section 2.—Emigration Agents shall be responsible for infringement of this article, under the terms of Article 30 of the Regulations.

3. No vessel shall be permitted to sail in the contrary monsoon when carrying more than 30 Chinese passengers. Schedule B annexed to the Regulations shall be taken as the rule whereby to determine at what time the monsoon is to be deemed contrary for voyages to the various ports to which Chinese are in the habit of emigrating.

Section 3.—The provisions of this article shall not apply to vessels propelled by steam.

ISIDORO FRANCISCO GUMARAES.

MACAO, August 4th 1857.

REGULATION FOR THE SHIPMENT OF COLONISTS.

MACAO, March 31st 1857.

Resolved by the Governor of Macao:—

It being necessary to take all practicable measures to the end that in the Depots for Chinese Colonists the provisions of Article 17 of the Regulation of June 5th 1856 be rigorously complied with; I deem it right to determine that the Procurator of the Royal Senate shall watch over the fulfilment of all that is enacted in that article, and that he shall proceed against persons guilty of infringement thereof as culpable of an offence punishable under Article 330 of the Criminal Code.

ISIDORO FRANCISCO GUMARAES.

MACAO, March 31st 1857.

REGULATION FOR THE SHIPMENT OF COLONISTS.

MACAO, March 31st 1857.

Resolved by the Governor of Macao:—

Whereas it is necessary to adopt in the regulations with respect to Chinese emigration from the Port of Macao some of the provisions that have been enacted by the authorities at Canton, to the end that in this Colony there be followed a system as uniform as possible similar to that which the said authorities have deemed proper for the purpose of securing the liberty and good treatment of the emigrants. Having heard the Council of Government, I have seen fit to determine as follows:

1. The office is created of Superintendent of Chinese emigration, who shall be nominated by the Governor, and who shall be responsible to him for the execution of the regulations and for the matters appertaining to the emigration of Chinese labourers engaged to emigrate to foreign countries.

2. The Superintendent of Chinese emigration shall draw a fixed salary from the Government and shall not receive any emolument depending upon the greater or less number of Chinese colonists embarking at Macao.

3. The Superintendent shall have under his orders an interpreter of Chinese, paid like himself by the Government, and who also shall receive no other fees.

4. The Superintendent shall be present at

